



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

County MADISON

May 3, 2005

RECEIVED

MAY 05 2005

LEGISLATIVE ENVIRONMENTAL
POLICY OFFICE

To Whom It May Concern:

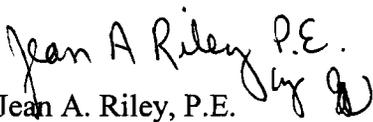
Subject: Cooperating Agency Environmental Documentation

As a Cooperating Agency under the provisions of 23 CFR 771.111 the Montana Department of Transportation (MDT) is providing you a copy of this project's environmental documentation.

This environmental documentation complies with the provisions of 23 CFR 771.117(a) and (d) for categorically excluding this proposed project from further National Environmental Policy Act (NEPA) (42 U.S.C. 4321, et seq.) documentation requirements. The attached also complies with the provisions of 75-1-103 and 75-1-201, MCA (see ARM 18.2.237 and 18.2.261, MEPA "Actions that qualify for a Categorical Exclusion" as applicable to the MDT).

If you have any questions concerning the attached environmental documentation please call the MDT Environmental Services Division at (406) 444-7228.

Sincerely,


Jean A. Riley, P.E.
Engineering Bureau Chief
Environmental Services Division

S:\ADMIN\48_GEN_CORRESP\MAILINGS\COOP AGENCY LTR.DOC\TURNBAY_MCALLISTER_CN4802

Attachment

Madison

RECEIVED



APR 20 2005 Montana Department of Transportation

David A. Galt, Director
Judy Martz, Governor

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

ENVIRONMENTAL

April 15, 2005

Janice W. Brown, Division Administrator
Federal Highway Administration (FHWA)
2880 Skyway Drive
Helena, MT 59602

MASTER FILE
COPY

RECEIVED
APR 18 2005
FHWA
MONTANA DIVISION

Subject: **STPP 13-1(38)55
TURN BAY - MCALLISTER
(P.M.S. Control # 4802)**

This is to request approval of this proposed project as a Categorical Exclusion (CE) under the provisions of 23 CFR 771.117(d), and the Programmatic Agreement as signed by the MONTANA DEPARTMENT OF TRANSPORTATION (MDT) and the FHWA on April 12, 2001. Copies of its Preliminary Field Review Report (dated September 11, 2002) and Project Location Map are attached. This proposed action also qualifies as a CE under ARM 18.2.261 (Sections **75-1-103** and **75-1-201, MCA**).

The following form provides the documentation required to demonstrate that all of the conditions are satisfied to qualify for a Programmatic Categorical Exclusion Approval (PCE) as initially agreed by the (former) MONTANA DEPARTMENT OF HIGHWAYS (MDOH) and the FHWA on December 6, 1989. (Note: An "X" in the "N/A" column is "Not Applicable" to, while one in the "UNK" column is "Unknown" at the present time for this proposed project.)

NOTE: A response in a box will require additional documentation for a Categorical Exclusion request in accordance with 23 CFR 771.117(d).

	YES	NO	N/A	UNK
1. This proposed project would have (a) significant environmental impact(s) as defined under <u>23 CFR 771.117(a)</u> .	<input type="checkbox"/>	<u>X</u>		
2. This proposed project involves (an) unusual circumstance(s) as described under <u>23 CFR 771.117(b)</u> .	<input type="checkbox"/>	<u>X</u>		
3. This proposed project involves one (or more) of the following situations where:				
A. Right-of-Way, easements, and/or construction permits would be required.	<u>X</u>			
1. The context or degree of the Right-of-Way action would have (a) substantial social, economic, or environmental effect(s).	<input type="checkbox"/>	<u>X</u>		
2. There is a high rate of residential growth in this proposed project's area.		<u>X</u>		

Environmental Services
Phone: (406) 444-7228
Fax: (406) 444-7245

Web Page: www.mdt.state.mt.us
Road Report: (800) 226-7623
TTY: (800) 335-7592

Madison

RECEIVED



APR 20 2005

Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

David A. Galt, Director
Judy Martz, Governor

ENVIRONMENTAL

April 15, 2005

Janice W. Brown, Division Administrator
Federal Highway Administration (FHWA)
2880 Skyway Drive
Helena, MT 59602

MASTER FILE
COPY

RECEIVED
APR 18 2005
FHWA
MONTANA DIVISION

Subject: **STPP 13-1(38)55**
TURN BAY - MCALLISTER
(P.M.S. Control # 4802)

This is to request approval of this proposed project as a Categorical Exclusion (CE) under the provisions of 23 CFR 771.117(d), and the Programmatic Agreement as signed by the MONTANA DEPARTMENT OF TRANSPORTATION (MDT) and the FHWA on April 12, 2001. Copies of its Preliminary Field Review Report (dated September 11, 2002) and Project Location Map are attached. This proposed action also qualifies as a CE under ARM 18.2.261 (Sections **75-1-103** and **75-1-201, MCA**).

The following form provides the documentation required to demonstrate that all of the conditions are satisfied to qualify for a Programmatic Categorical Exclusion Approval (PCE) as initially agreed by the (former) MONTANA DEPARTMENT OF HIGHWAYS (MDOH) and the FHWA on December 6, 1989. (Note: An "X" in the "N/A" column is "Not Applicable" to, while one in the "UNK" column is "Unknown" at the present time for this proposed project.)

NOTE: A response in a box will require additional documentation for a Categorical Exclusion request in accordance with 23 CFR 771.117(d).

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
1. This proposed project would have (a) significant environmental impact(s) as defined under <u>23 CFR 771.117(a)</u> .	<input type="checkbox"/>	<u>X</u>		
2. This proposed project involves (an) unusual circumstance(s) as described under <u>23 CFR 771.117(b)</u> .	<input type="checkbox"/>	<u>X</u>		
3. This proposed project involves one (or more) of the following situations where:				
A. Right-of-Way, easements, and/or construction permits would be required.	<u>X</u>			
1. The context or degree of the Right-of-Way action would have (a) substantial social, economic, or environmental effect(s).	<input type="checkbox"/>	<u>X</u>		
2. There is a high rate of residential growth in this proposed project's area.		<u>X</u>		

Environmental Services
Phone: (406) 444-7228
Fax: (406) 444-7245

Web Page: www.mdt.state.mt.us
Road Report: (800) 226-7623
TTY: (800) 335-7592

3. There is a high rate of commercial growth in this proposed project's area. X

4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation. X

5. There are parks, recreational, or other properties acquired/improved under *Section 6(f)* of the 1965 *National Land & Water Conservation Fund Act (16 U.S.C. 460L, et seq.)* on or adjacent to proposed the project area. X

The use of such *Section 6(f)* sites would be documented and compensated with the appropriate agencies. (e.g.: MDFW&P, local entities, etc.). X

6. Are there any sites either on, or eligible for the National Register of Historic Places with concurrence in determination of eligibility or effect under *Section 106* of the *National Historic Preservation Act (16 U.S.C. 470, et seq.)* by the State Historic Preservation Office (SHPO), which would be affected by this proposed project. X

7. There are parks, recreation sites, school grounds, wildlife refuges, historic sites, historic bridges, or irrigation that might be considered under *Section 4(f)* of the 1966 *U.S. DEPARTMENT OF TRANSPORTATION Act (49 U.S.C. 303)* on or adjacent to the project area. X

a. "Nationwide" Programmatic *Section 4(f)* Evaluation forms for these sites are attached. X

b. This proposed project requires a full (i.e.: DRAFT & FINAL) *Section 4(f)* Evaluation. X

B. The activity would involve work in a streambed, wetland, and/or other waterbody(ies) considered as "waters of the United States" or similar (e.g.: "state waters"). X

1. Conditions set forth in *Section 10* of the *Rivers and Harbors Act (33 U.S.C. 403)* and/or *Section 404* under 33 CFR Parts 320-330 of the *Clean Water Act (33 U.S.C. 1251-1376)* would be met. X

2. Impacts in wetlands, including but not limited to those referenced under Executive Order (E.O.) #11990, and their proposed mitigation would be coordinated with the Montana Inter-Agency Wetland Group. X

3. A 124SPA Stream Protection permit would be obtained from the MDFW&P? X

YES NO N/A UNK

4. There is a delineated floodplain in the proposed project area under FEMA's Floodplain Management criteria.

___ X

The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.

___ X

5. Tribal Water Permit would be required.

___ X

6. Work would be required in, across, and/or adjacent to a river which is a component of, or proposed for inclusion in Montana's Wild and/or Scenic Rivers system as published by the U.S. Department of Agriculture, or the U.S. Department of the Interior.

___ X

The designated National Wild & Scenic River systems in Montana are:

- a. Middle Fork of the Flathead River (headwaters to South Fork confluence).
- b. North Fork of the Flathead River (Canadian Border to Middle Fork confluence).
- c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).
- d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).

In accordance with *Section 7 of the Wild and Scenic Rivers Act (16 U.S.C. 1271 – 1287)*, this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or U.S. Bureau of Land Management (Missouri River).

___ X

- C. This is a "Type I" action as defined under 23 CFR 772.5(h), which typically consists of highway construction on a new location or the physical alteration of an existing route which substantially changes its horizontal or vertical alignments or increases the number of through-traffic lanes.

___ X

1. If yes, are there potential noise impacts?

___ ___ X

2. A Noise Analysis would be completed.

___ X

3. There would be compliance with the provisions of both 23 CFR 772 for FHWA's Noise Impact analyses and MDT's Noise Policy.

___ X

D. There would be substantial changes in access control involved with this proposed project.

___ X

If yes, would they result in extensive economic and/or social impacts on the affected locations?

 ___ X

E. The use of a temporary road, detour, or ramp closure having the following conditions when the action(s) associated with such facilities:

1. Provisions would be made for access by local traffic, and be posted for same.

X ___

2. Adverse effects to through-traffic dependant businesses would be avoided or minimized.

X ___

3. Interference to local events(e.g.: festivals) would be minimized to all possible extent.

X ___

4. Substantial controversy associated with this pending action would be avoided.

X ___

F. Hazardous wastes /substances, as defined by the U.S. Environmental Protection Agency (EPA) and/or the Montana Department of Environmental Quality (MDEQ), and/or (a) listed "Superfund" (under CERCLA or CECRA) site(s) are currently on and/or adjacent to this proposed project.

___ X

All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.

___ X

G. The Montana Pollutant Discharge Elimination System's conditions (ARM 16.20.1314), including temporary erosion control features for construction would be met.

X ___

H. Permanent desirable vegetation with an approved seeding mixture would be established on exposed areas.

X ___ ___

I. Documentation of an "invasive species" review to comply with both E.O.#13112 and the *County Noxious Weed Control Act (7-22-21, M.C.A.)*, including directions as specified by the county(ies) wherein its intended work would be done.

X ___

J. There are "Prime" or "Prime if Irrigated" Farmlands designated by the Natural Resources Conservation Service on or adjacent to the proposed project area.

___ X ___

If the proposed work would affect Important Farmlands, then an AD-1006 Farmland Conversion Impact Rating form would be completed in accordance with the *Farmland Protection Policy Act (7 U.S.C. 4201, et seq.)*.

___ X ___

K. Features for the *Americans with Disabilities Act (P.L. 101-336)* compliance would be included.

X ___

L. A written Public Involvement Plan, would be completed in accordance with MDT's Public Involvement Handbook.

X

4. This proposed project complies with the *Clean Air Act's Section 176(c) (42 U.S.C. 7521(a)*, as amended) under the provisions of 40 CFR 81.327 as it's either in a Montana air quality:

A. "Unclassifiable"/attainment area. This proposed project is not covered under the EPA's September 15, 1997 Final Rule on air quality conformity.

X ___

and/or

B. "Nonattainment" area. However, this type of proposed project is either exempted from the conformity determination requirements (under EPA's September 15, 1997 Final Rule), or a conformity determination would be documented in coordination with the responsible agencies: (Metropolitan Planning Organizations, MDEQ's Air Quality Division, etc.).

___ X ___

C. Is this proposed project in a "Class I Air Shed" (Indian Reservations) under 40 CFR 52.1382(c)(3)?

___ X ___

5. Federally listed Threatened or Endangered (T/E) Species:

A. There are recorded occurrences, and/or critical habitat in this proposed project's vicinity.

___ X ___

B. Would this proposed project result in a "jeopardy" opinion (under 50 CFR 402) from the Fish & Wildlife Service on any Federally listed T/E Species?

The proposed project would not induce significant land use changes, nor promote unplanned growth. There would be no significant effects on access to adjacent property, nor to present traffic patterns.

This proposed project would not create disproportionately high and/or adverse impacts on the health or environment of minority and/or low-income populations (E.O.#12898). It also complies with the provisions of *Title VI* of the *Civil Rights Act* of 1964 (42 U.S.C. 2000d) under the FHWA's regulations (23 CFR 200).

In accordance with the provisions of 23 CFR 771.117(a), this pending action would not cause any significant individual, secondary, or cumulative environmental impacts. Therefore, the FHWA's concurrence is requested that this proposed project is properly classified as a Categorical Exclusion.


Tom Hansen, P.E.
Engineering Section Supervisor
MDT Environmental Services

Concur Jeffery A. Patten, Date: 04/10/05
Federal Highway Administration

Attachments

"ALTERNATIVE ACCESSIBLE FORMATS OF THIS DOCUMENT WILL BE PROVIDED ON REQUEST."

cc: Jeff Ebert, Butte Administrator - MDT
Kent Barnes, P.E. - MDT Bridge Engineer
Paul Ferry, P.E. - MDT Highways Engineer
John H. Horton - MDT Right-of-Way Bureau Chief
Suzy Althof - MDT Contract Plans Section Supervisor
David W. Jensen, Supervisor - MDT Fiscal Programming Section
Jean Riley - MDT Environmental Services Manager
file



Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

MASTER FILE
COPY

Memorandum

To: Carl S. Peil, P.E.
Preconstruction Engineer

From: Ronald E. Williams, P.E. *REW*
Road Design Engineer

Date: September 11, 2002

Subject: **STPP 13-1(38)55**
Turnbay-McAllister
CN 4802
Work Type 310

We request that you approve the attached **Preliminary Field Review Report** for the subject project dated September 11, 2002.

Approved *Carl S. Peil* Date *Sept. 11, 2002*
Carl S. Peil, P. E.
Preconstruction Engineer

We are requesting comments from those individuals on the distribution list. We will assume your concurrence if no comments are received within **two weeks** from the approval date.

REW:KJG:4802pfr.doc
Attachment: Preliminary Field Review Report

Distribution: (all with attachment)

J. R. Giard	M. A. Wissinger	J. A. Walther
C. S. Peil	R. D. Morgan	J. J. Moran
R. E. Williams	FHWA	D. F. Livesay
J. H. Horton	M. A. Goodman	I. B. Ulberg
K. M. Barnes	D. P. Dusek	Carol Strizich
J. P. Kolman	P. A. Jomini	Susan Sillick
D. J. Blacker	B. A. Larsen	Darren Kaihlanen
P. Saindon	W. F. Scott	Deb Wambach
S. Sternberg	B. F. Juvan	Ross Gammon

cc: (all with attachment)
D. W. Jensen
'
File



Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

To: Ronald E. Williams, P.E.
Road Design Engineer

From: John C. Ulberg, P.E.
Project Design Manager-Butte District

Date: September 11, 2002

Subject: **STPP 13-1(38)55**
Turnbay-McAllister
CN 4802
Work Type 310

Preliminary Field Review Report

A preliminary field review was held May 22, 2002 for this project. The following attended:

- Lesly Tribelhorn, P. E., District Engineering Services Supervisor-Butte
- John Ulberg, P. E., Project Design Manager-Helena
- Kevin Gilbert, E. I., Road Design-Helena
- Ryan Dahlke, P. E., Right-of-Way-Helena

Proposed Scope of Work

Provide a two-way left turn bay at the intersection of US 287, Meadow Lake Road, Ennis Lake Road, and entrances to Post Office and other businesses. Mitigate/separate parking in front of the businesses on the east side to limit access to US 287. Remove/fill-in a sag curve south of the Post Office to improve sight distance.

Project Location and Limits

This project is located on State Primary Route 13/ US 287 beginning at RP 55.4± and extending to RP 56.0 ±. The project is in McAllister, Madison County, T. 4 S., R. 1 W., section 33.

Physical Characteristics

This project is located in rolling terrain and is classified as a principle arterial. Top surfacing width is 10.1 m in front of the Post Office and 13.7 m in front of the Bear Claw Bar & Grill. Existing right-of-way is 24.38 m left and right of centerline.

As-built Projects

STPP 13-1(28)55	(1999) RP 55.478-60.026	Norris Hill	CN 3715
F-BRF 13-1(6)56	(1989) RP 55.508-60.026	Norris Hill	CN 0073
STPP 13-1(15)49	(1994) RP 51.100-55.478	Ennis-North	CN 1038
FAP 171 A	(1933) RP 55.478-55.508		

**STPP 13-1(38)55
 Turnbay-McAllister
 CN 4802
 Preliminary Field Review Report**

PvMS Index Numbers & Recommended Treatment for 2002

<u>Section</u>	<u>SCI</u>	<u>Ride</u>	<u>Rut</u>	<u>ACI</u>	<u>MCI</u>	<u>OPI</u>
RP 49.18-55.525	94.54	78.96	67.76	99.66	99.57	70.13
RP 55.525-65.2	98.89	78.83	78.47	99.29	97.27	74.79

Recommendations

<u>Section</u>	<u>Construction</u>	<u>Maintenance</u>
RP 49.18-55.525	AC Crack Seal & Seal & Cover	AC Crack Seal & Seal & Cover
RP 55.525-65.2	Do Nothing	Do Nothing

Traffic Data

2002 ADT =	<u>2,360</u>	(Present)
2002 ADT =	<u>2,360</u>	(Letting Date)
2022 ADT =	<u>3,650</u>	(Design Year)
DHV =	<u>550</u>	
D =	<u> </u>	%
T =	<u>8.5</u>	%
EAL =	<u>150</u>	
AGR =	<u>2.2</u>	%

Accident History

The following information is from Safety Management's memo dated February 27, 2002:

The accident analysis is for State Primary 13, reference posts 55.4 to 56.0, for the dates January 1, 1992 through December 31, 2001.

The following table shows the study area compared to the statewide average.

<u>Statewide Average Rural NHS Non-Interstate</u>	<u>Study Area</u>
All Vehicles Accident Rate: 1.59	1.13
All Vehicles Severity Index: 2.46	3.20
All Vehicle Severity Rate: 3.90	3.62
Truck Accidents: 0	
Total Recorded Accidents: 5	

Variations from Average Occurrences:

There was insufficient accident history for comparison to statewide average occurrences.

HES Clusters or Projects:

There were no accident cluster locations or safety projects within or adjacent to the subject location during the ten year study period.

**STPP 13-1(38)55
Turnbay-McAllister
CN 4802
Preliminary Field Review Report**

Remarks:

There were three recorded crashes at the intersection with Meadow Lake Road/Ennis Lake Road. In 1992 a southbound vehicle turning left onto Ennis Lake Rd. was struck by a northbound vehicle. In 1995 a northbound vehicle attempting to turn left onto Meadow Lake Rd. was struck by an overtaking northbound vehicle that failed to slow in time to avoid the collision. In 2001 a northbound vehicle signaling to turn left onto Meadow Lake Rd. failed to slow in time to make the turn, attempted to turn right instead, and was struck by an overtaking vehicle passing on the right.

The other two crashes occurred south of the intersection. In 1998 a southbound vehicle turning left into a parking area struck an on coming northbound vehicle and in 1999 a child ran onto the road to retrieve his dog and was struck by a southbound vehicle.

Since four of the five recorded crashes involved at least one northbound vehicle, sight distance to the south may be limited by the vertical crest and sag curves to the south of the intersection. *(This project will address this sight distance problem by "filling-in" the sag curve.)*

Major Design Features:

This project on State Primary 13, US 287 is classified as a principal arterial on the 1995 Montana Functional Classification System.

Design Speed

The design speed on State Primary 13, US 287, in rolling terrain is 90 km/h. Posted speed limit is 72 km/h at the intersection with Ennis Lake and Meadow Lake roads.

Clear Zone

Based on the design speed of 90 km/h and a design ADT of 3,650, the clear zone from the edge of the travel way is:

<u>FILL SLOPE</u>	<u>CLEAR ZONE</u>
4:1	9.0 m
5:1	7.5 m
6:1	6.0 m

This information is from the December 2000, Montana Road Design Manual.

Guardrail

There is no guardrail on this project.

Alignment

The horizontal alignment will remain as existing as close as possible. There are two angle points and one short, 18.86 m, horizontal curve. All meet minimum requirements for a 90 km/h design speed.

The sag vertical curve, at sta. 1938+00 on English as-builts STPP 13-1(15)49, will be filled-in to provide improved sight distance. This sag curve meets desirable stopping sight distance for the

**STPP 13-1(38)55
Turnbay-McAllister
CN 4802
Preliminary Field Review Report**

90 km/h design speed and is greater than the minimum length required. This sag curve fits between two crest vertical curves causing a roller coaster effect and a place for vehicles to drop below the line of sight. Maximum grade on this project is +1.303%.

Geometrics

The Geometric Section will provide the two-way left turn lane and options for parking. Presently vehicles are parking along the east and west sides of the roadway, some are parallel parking and some are backing out into the roadway. This is creating a safety issue and will be addressed with this project. One option discussed was a frontage-road concept for the east side of the road and/or an off-road parking area. The Traffic Unit will develop signing and pavement marking plans. (See Right-of-Way below.)

Typical Section

The typical section will provide enough width for a two-way left turn lane. Surfacing Design will provide the plant mix thickness. Curb and gutter and lighting may be included in the design, depending on what the Geometric Section recommends. Currently there is no curb and gutter.

Geotechnical Considerations

N/A

Hydraulics

There is irrigation that may be affected by this project. There are also several cross drains that may be impacted. The Hydraulic Section will evaluate if the culverts will need to be extended or replaced.

Bridges

There are no bridges on this project.

Safety Enhancements

This project will provide a two-way left turn lane and improve sight distance on a sag vertical curve. Parking along the roadway will also be improved so vehicles won't be backing into the driving lane of the roadway.

Design Exceptions

No design exceptions are anticipated for this project.

Right-of-Way

New right-of-way will be needed and designed to minimum standards. Access will need to be limited. Additional right-of-way may be needed for off-road parking to address the problem of on road parking and eliminate parking on neighboring private land, blocking drive ways, and Post Office entrances. This would also eliminate people backing into the roadway, and pedestrian conflicts with people walking adjacent to the highway.

Utilities/Railroads

Overhead power lines run east and west up the Ennis Lake and Meadow Lake roads. Overhead power also crosses the roadway at the Bear Paw Bar & Grill. A complete utility locate will be

needed and is included in the survey. There is no railroad involvement.

Survey

The survey will be a complete State Plane, DTM survey. The survey will begin approximately 550 m south of the Post Office approach, south of the irrigation ditch on the west side of the roadway. This is to include enough topog and DTM to design filling the sag vertical curve. The survey will extend north to approximately 400 m north of the Ennis Lake Road approach to the RP 56 sign.

All topog including utilities, businesses, approaches, irrigation ditches, wetlands, etc. will also be included in the survey.

Environmental Considerations

No biological concerns were identified in association with the proposed scope of this project. There are potential wetland impacts north of the Ennis Lake and Meadow Lake intersections with this roadway. Environmental will evaluate the wetlands and provide recommendation on any mitigation that may be necessary.

A Categorical Exclusion will likely be prepared for this project. If any of the above listed proposed activities change in any way, Environmental Services will be notified for reevaluation of the potential impacts associated with the project.

Traffic Control

A traffic control plan will be developed as the design of the project progresses. Traffic will be maintained during construction activities throughout the project.

Appropriate traffic control devices and signing will be used throughout the project in accordance with the *Manual of Uniform Traffic Control Devices*.

Public Involvement

It is anticipated that this project will require level "C" involvement and may include the following:

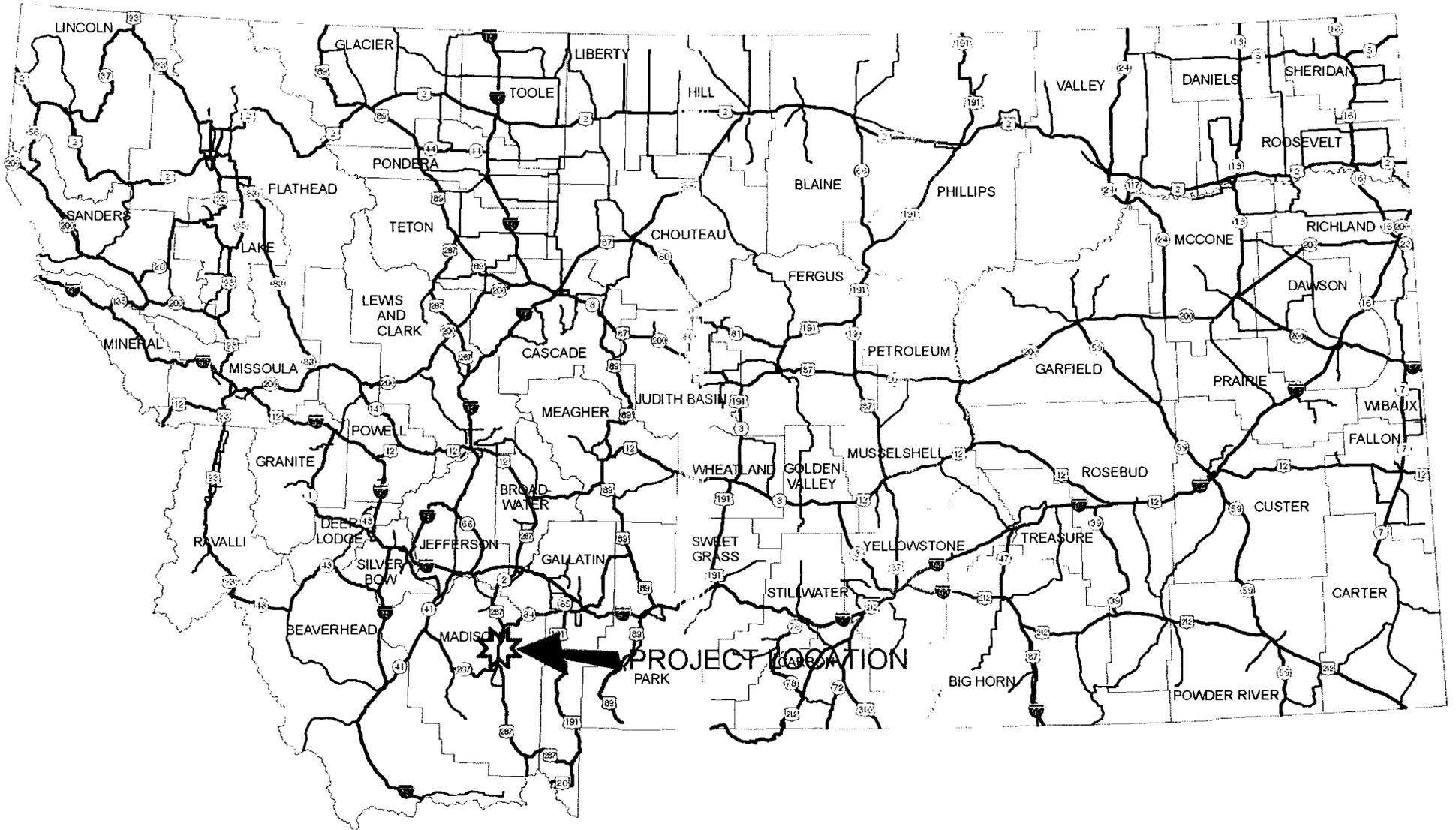
- A news release explaining the project, including a point of contact.
- Personal contacts with the adjacent landowners at the time of right of entry and preliminary right-of-way report.
- Personal contacts with local officials, interest groups, and other organizations.
- Public information meeting to present basic concepts/information and seek public opinion followed up by a public hearing if necessary.
- News account of public hearing and news release announcing decisions.
- Personal contacts with adjacent landowners explaining final design.
- Notification and information will be provided during construction.

NOTE: During the on-site field review, several local people voiced their concerns about the high speed through traffic conflicting with traffic slowing to turn east and west off the mainline and about increasing conflicts with parked vehicles.

Cost Estimate

The preliminary cost estimate for this project is \$ 705,500 for the letting year 2004. This includes 10% for mobilization, 15% construction engineering, 20% contingencies and 3% inflation.

STPP 13-1(40)55
TURN BAY - MCALLISTER
ROADWAY & ROADSIDE SAFETY IMPROVEMENTS
CONTROL NUMBER: 4802
STATE LOCATION MAP



STPP 13-1(40)55
TURN BAY - McALLISTER
ROADWAY & ROADSIDE SAFETY IMPROVEMENTS
CONTROL NUMBER: 4802

